



U.S. Department  
of Transportation  
**Pipeline and Hazardous  
Materials Safety  
Administration**

1200 New Jersey Ave., S.E.  
Washington, DC 20590

MAR 28 2008

The Honorable Mark V. Rosenker  
Chairman  
National Transportation Safety Board  
490 L'Enfant Plaza, SW  
Washington, DC 20594

Dear Mr. Chairman:

Thank you for your December 17, 2007 letter concerning safety recommendations A-07-104 through A-07-109. The recommendations were issued following the National Transportation Safety Board's (NTSB's) investigation of a hazardous materials incident on February 7, 2006, at the Philadelphia International Airport. In that incident, United Parcel Service Company flight 1307 landed at the airport after a cargo smoke indication in the cockpit. The captain, first officer, and a flight engineer evacuated the airplane after landing, sustaining minor injuries. The airplane and most of the cargo were destroyed by a fire. NTSB determined that the probable cause of this accident was an in-flight cargo fire from an unknown source. As a result of this accident, NTSB issued six safety recommendations to the Pipeline and Hazardous Materials Safety Administration (PHMSA). We have initiated the following actions to address the recommendations:

**Safety Recommendation A-07-104:**

*Require aircraft operators to implement measures to reduce the risk of primary lithium batteries becoming involved in fires on cargo-only aircraft, such as transporting such batteries in fire resistant containers and/or in restricted quantities at any single location on the aircraft.*

**Safety Recommendation A-07-105:**

*Until fire suppression systems are required on cargo-only aircraft, as asked for in Safety Recommendation A-07-99, require that cargo shipments of secondary batteries, including those contained in or packed with equipment; be transported in crew-accessible locations where portable fire suppression systems can be used.*

In response to Safety Recommendations A-07-104 and A-07-105 we are considering rulemaking to require packages of primary and secondary lithium batteries to be loaded aboard a cargo aircraft in such a manner that a crew member or other authorized person can access, handle, or, when size and weight permit, separate such packages from other cargo during flight.